

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 1.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-026798**Date Inspected:** 29-Nov-2011**Project Name:** SAS Superstructure**OSM Arrival Time:** 1000**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1730**Contractor:** American Bridge/Fluor Enterprises, a JV**Location:** Jobsite**CWI Name:** Jesus Cayabyab**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** West Jacking Saddle**Summary of Items Observed:**

W-2 Jacking Saddle – Jacking Frame: This QA Inspector observed a rejectable linear indication on the jacking frame was marked for repair. The indication was marked as having a length of 120 mm. Caltrans Engineer, Doug Wright showed all persons present that and additional indication was present but not marked on the weld. The PJP weld was designed to have an effective throat of 14 mm. This QA Inspector observed as ABF welding personnel Rick Clayborn (#2773) perform air carbon arc gouging to excavate the marked defect. This QA Inspector observed ABF welding personnel Rick Claybon (#2773) made two passes using the carbon arc process and then stopped. The welder stated the weld thickness was very shallow. This QA Inspector observed the depth of the excavation was 6mm at this point and could see what appeared to be the root opening.

After additional excavation was done, it was observed the weld joint appeared to be beveled 17mm per approved ZPMC drawing WJF-0 2/3 however the weld metal was not sufficient to meet the required 14mm weld size. It varied from 6mm to 11mm. QA also observed the indication propagated towards the vertical shop weld that attaches the cover plate to the frame. METS SMR Kit Guest and Caltrans engineer Doug Wright also observed the excavation process.

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Summary of Conversations:

QA notified METS SMR Kit Guest of the observations. QA also discussed the issue with Caltrans engineers Brian Boal and Doug Wright. They both suggested METS perform MT on the other similar welds and inquired if UT could be done to evaluate the weld bevel and weld size. They were informed both could be done however the UT would be a "best estimate" on weld size.



Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Nina Choy, 510-385-5910, who represents the Office of Structural Materials for your project.

Inspected By: Mertz, Robert

Quality Assurance Inspector

Reviewed By: Guest, Kittric

QA Reviewer